

INTELLOFAX 21

INFORMATION REPORT

25X1A

CD NO.

COUNTRY Rumania

DATE DISTR. 23 MAR 50

SUBJECT Port of Constanta

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PLACE 25X1C

NO. OF ENCLS. 1 sketch
(LISTED BELOW)

ACQUIRED [REDACTED]

SUPPLEMENT TO
REPORT NO.DATE OF
INFO.

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1. Principal exports through the port of Constanta at the present time are cement, lumber, grain, oil, paraffin oil cake, beet sugar and beet pulps. The Italian vessel MALTDE CAREADO sailed with a cargo of corn for Holland. While maneuvering in the harbor this vessel collided with a small gunboat alongside the eastern breakwater, causing some damage. The Italian vessel is being detained at Constanta and the Rumanian Navy is reportedly demanding the equivalent of \$665,000 indemnity. The Italian vessel ECOLE also damaged one of these small gunboats when entering the port and a claim of five million lire has been assessed against her.
2. Other vessels in port included the Russian SS KARL MARK, loading a full cargo of cement for the USSR, an unidentified Bulgarian vessel taking on paraffin for the USSR, the Italian SS IRIS loading cement, and an unidentified Rumanian ship loading oil cake. The Greek SS FLORA NONICOS was loading unidentified cargo and the Greek passenger vessel ADROS was loading Greek repatriates. A small Soviet vessel was discharging unidentified cargo.
3. On 29 January a Soviet tank of 70,000 barrels capacity berthed at the petroleum pier by the south breakwater, loaded and sailed the following day. During 30 January a second Soviet tanker of approximately identical capacity berthed, loaded and sailed the same night. An Italian tanker of 60,000 barrels capacity berthed and began loading on 31 January.
4. At No. 6 dock there are four five-ton cranes in good operating condition. Three five-ton cranes in good condition are located at the inner basin by the grain elevators. A forty-ton cantilever crane by the floating dock basin is out of order. Just north of the petroleum tanks and at the foot of the floating dock basin there is a floating repair dock capable of lifting a vessel of approximately 6,000 tons. Two cranes of five to six tons capacity are available for use at this dock. There is also a large ship and repair yard where weldings and repairs can be made. South of the floating dock are two shipways in good condition although not in use.
5. Approximately 1,300 stevedores are available at Constanta. Approximately forty percent of these are held for night work. They are underfed and comb the ship's garbage for food. With ten vessels in port, Constanta was congested and it was impossible to get a sufficient number of stevedores. Soviet ships are given

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priority with Bulgaria and Rumania following; other nationalities must take what stevedores remain.

6. The following Rumanian Naval vessels were in port: LUCEAFARUL, former Royal Yacht now used as headquarters by ranking Soviet officials, the destroyer MARASTI, torpedo boats MAIJICA and ZBORUL, and the gunboat DUMITRESCU. The gunboat GHICULESCU was not in port. The training ship MIRCEA was berthed in her usual place at the head of No. 5 and No. 6 docks.
7. Attached hereto is a sketch of the port of Constanta.

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